

Hinchey	Menendez	Schroeder
Jacobs	Mfume	Scott
Jefferson	Miller (CA)	Serrano
Johnson (SD)	Mink	Skaggs
Johnson, E.B.	Moakley	Stark
Johnston	Mollohan	Studds
Kanjorski	Nadler	Stupak
Kaptur	Oberstar	Taylor (MS)
Kildee	Obey	Thompson
Klink	Oliver	Thurman
Lantos	Owens	Torricelli
Levin	Pastor	Velazquez
Lewis (GA)	Payne (NJ)	Volkmer
Lipinski	Pomeroy	Waters
Markey	Poshard	Watt (NC)
Martinez	Rahall	Waxman
Mascara	Rangel	Williams
McDermott	Rivers	Wise
McKinney	Roybal-Allard	Woolsey
Meek	Sanders	Yates

ANSWERED "PRESENT"—1

Lowe

NOT VOTING—9

Chapman	Parker	Stokes
DeFazio	Portman	Tucker
Fowler	Ros-Lehtinen	Wilson

So the conference report was agreed to.

A motion to reconsider the vote whereby said conference report was agreed to was, by unanimous consent, laid on the table.

Ordered, That the Clerk notify the Senate thereof.

¶157.11 CHANGE OF REFERENCE—H.R. 103

On motion of Mr. CLINGER, by unanimous consent, the bill (H.R. 103) to amend title 5, United States Code, to provide that the Civil Service Retirement and Disability Fund be excluded from the budget of the United States Government, previously referred to the Committee on Government Reform and Oversight, was rereferred to the Committee on the Budget, as the primary committee, and, in addition, the Committee on Government Reform and Oversight.

¶157.12 CHANGE OF REFERENCE—H.R. 564

On motion of Mr. CLINGER, by unanimous consent, the Committee on Government Reform and Oversight was discharged from further consideration of the bill (H.R. 564) to provide that receipts and disbursements of the Highway Trust Fund, the Airport and Airway Trust Fund, the Inland Waterways Trust Fund, and the Harbor Maintenance Trust Fund shall not be included in the totals of the budget of the United States Government as submitted by the President or the congressional budget.

When said bill was rereferred to the Committee on the Budget, as the primary committee, and, in addition, to the Committee on Transportation and Infrastructure.

¶157.13 CHANGE OF REFERENCE—H.R. 842

On motion of Mr. CLINGER, by unanimous consent, the Committee on Government Reform and Oversight was discharged from further consideration of the bill (H.R. 842) to provide off-budget treatment for the Highway Trust Fund, the Airport and Airway Trust Fund, the Inland Waterways Trust Fund, and the Harbor Maintenance Trust Fund.

When said bill was rereferred to the Committee on Transportation and In-

frastructure, as the primary committee, and, in addition, the Committee on the Budget.

¶157.14 PROVIDING FOR THE CONSIDERATION OF H.R. 1350

Mr. QUILLEN, by direction of the Committee on Rules, called up the following resolution (H. Res. 287):

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 1(b) of rule XXIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 1350) to amend the Merchant Marine Act, 1936 to revitalize the United States-flag merchant marine, and for other purposes. The first reading of the bill shall be dispensed with. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on National Security. After general debate the bill shall be considered for amendment under the five-minute rule. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Committee on National Security now printed in the bill. Each section shall be considered as read. Before consideration of any other amendment, it shall be in order without intervention of any point of order to consider the amendment printed in the report of the Committee on Rules accompanying this resolution. That amendment may be offered only by the chairman of the Committee on National Security or his designee, shall be considered as read, may amend portions of the bill not yet read for amendment, shall be debatable for ten minutes equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. During further consideration of the bill for amendment, the chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member offering an amendment has caused it to be printed in the portion of the Congressional Record designated for that purpose in clause 6 of rule XXIII. Amendments so printed shall be considered as read. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. Any Member may demand a separate vote in the House on any amendment adopted in the Committee of the Whole to the bill or to the committee amendment in the nature of a substitute. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

When said resolution was considered.

After debate,

Mr. QUILLEN submitted the following amendment which was agreed to:

Page 2, line 19: Strike out "ten minutes" and insert "20 minutes".

After further debate,

On motion of Mr. QUILLEN, the previous question was ordered on the resolution, as amended, to its adoption or rejection and under the operation thereof, the resolution, as amended, was agreed to.

A motion to reconsider the vote whereby said resolution, as amended,

was agreed to was, by unanimous consent, laid on the table.

¶157.15 MERCHANT MARINE REVITALIZATION

The SPEAKER pro tempore, Mr. LAHOOD, pursuant to House Resolution 287 and rule XXIII, declared the House resolved into the Committee of the Whole House on the state of the Union for the consideration of the bill (H.R. 1350) to amend the Merchant Marine Act, 1936, to revitalize the United States-flag merchant marine, and for other purposes.

The SPEAKER pro tempore, Mr. LAHOOD, by unanimous consent, designated Mr. DICKEY as Chairman of the Committee of the Whole; and after some time spent therein,

The SPEAKER pro tempore, Mr. GUTKNECHT, assumed the Chair.

When Mr. DICKEY, Chairman, pursuant to House Resolution 289, reported the bill back to the House with an amendment adopted by the Committee.

The previous question having been ordered by said resolution.

The following amendment, reported from the Committee of the Whole House on the state of the Union, was agreed to:

Strike out all after the enacting clause and insert:

SECTION 1. SHORT TITLE.

This Act may be cited as the "Maritime Security Act of 1995".

SEC. 2. MARITIME SECURITY PROGRAM.

Title VI of the Merchant Marine Act, 1936 (46 App. U.S.C. 1171 et seq.) is amended—

(1) by striking the title heading and inserting the following:

"TITLE VI—VESSEL OPERATING ASSISTANCE PROGRAMS

"Subtitle A—Operating-Differential Subsidy Program";

and

(2) by adding at the end the following new subtitle:

"Subtitle B—Maritime Security Fleet Program

"ESTABLISHMENT OF FLEET

"SEC. 651. (a) IN GENERAL.—The Secretary of Transportation shall establish a fleet of active, militarily useful, privately-owned vessels to meet national defense and other security requirements and maintain a United States presence in international commercial shipping. The Fleet shall consist of privately owned, United States-flag vessels for which there are in effect operating agreements under this subtitle, and shall be known as the Maritime Security Fleet.

"(b) VESSEL ELIGIBILITY.—A vessel is eligible to be included in the Fleet if the vessel is self-propelled and—

"(1)(A) is operated by a person as an ocean common carrier;

"(B) whether in commercial service, on charter to the Department of Defense, or in other employment, is either—

"(i) a roll-on/roll-off vessel with a carrying capacity of at least 80,000 square feet or 500 twenty-foot equivalent units; or

"(ii) a lighter aboard ship vessel with a barge capacity of at least 75 barges; or

"(C) any other type of vessel that is determined by the Secretary to be suitable for use by the United States for national defense or military purposes in time of war or national emergency;

"(2)(A)(i) is a United States-documented vessel; and